



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

### Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

### About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>



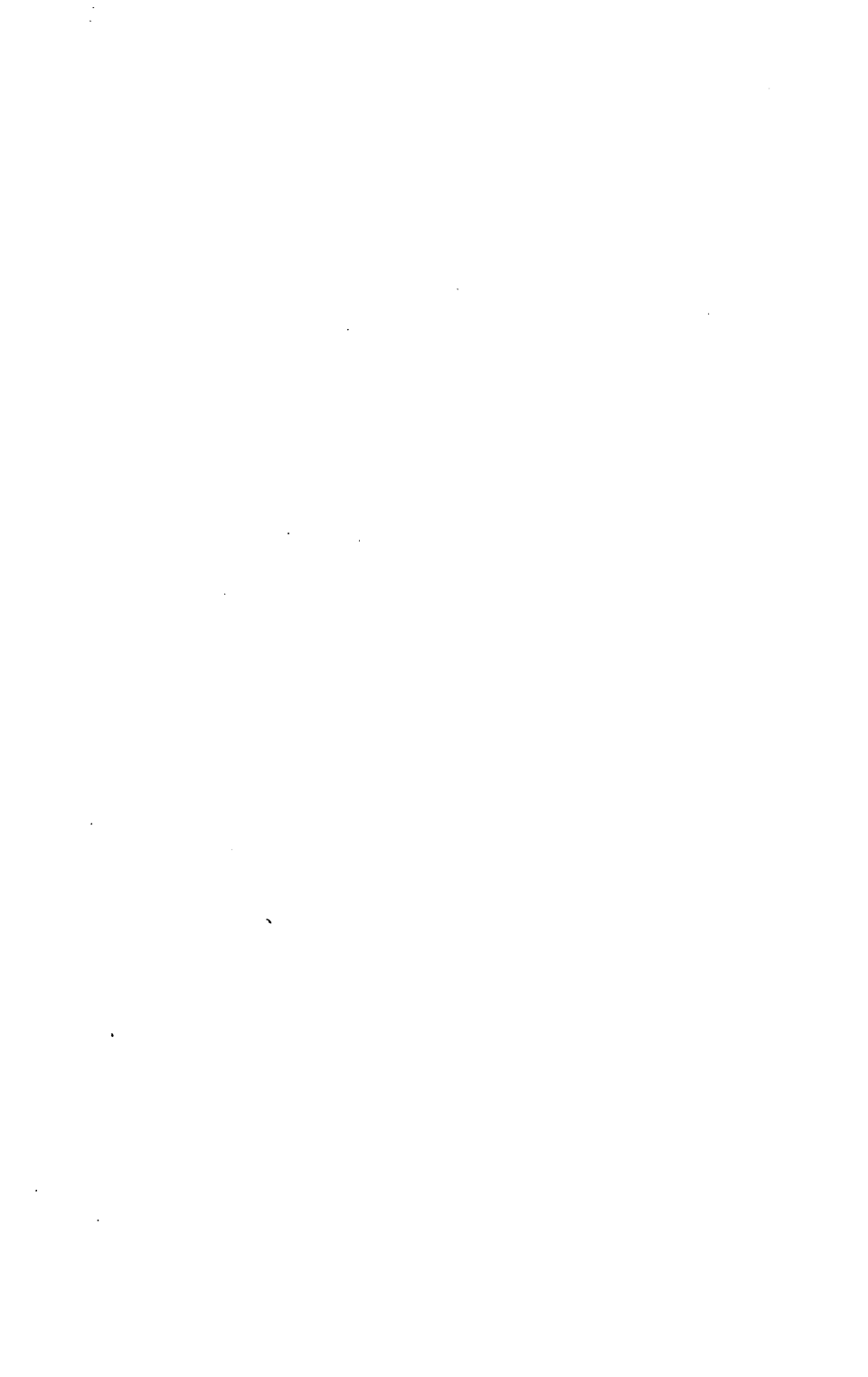
OK  
S.

48. 14.13(20)

100.042 r 1







# STEAM COMMUNICATION

WITH

THE CAPE OF GOOD HOPE, AUSTRALIA, AND  
NEW ZEALAND,

*Suggested as the Means of promoting*

EMIGRATION TO THOSE COLONIES.

BY FRED<sup>K</sup>. JERNINGHAM.

---

LONDON:

PUBLISHED BY CHARLES DOLMAN,  
61, NEW BOND STREET.

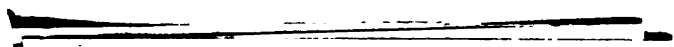
1848.

100.242 r. 1.

8

48 1413(20)







P

course

or

-

# STEAM COMMUNICATION

AND

## EMIGRATION.

---

THE question of Emigration being now the subject of much discussion, and the necessity for some more certain, rapid, and at the same time economical mode of conveyance to and from the Australian and Cape Colonies having so far suggested itself, I may not be considered premature in advancing an opinion as to the best means of effecting such an end, together with the prospects and advantages likely to accrue therefrom.

Steam communication has now been established to most parts of the world except the Cape of Good Hope, Australia, and New Zealand. The importance of these Colonies to the Mother Country, as affording a field for the redundant population of Great Britain, as well as considering them in a

political point of view, is a sufficient reason to believe that by the establishment of a regular line of steam-ships to and from these Colonies, an indissoluble bond of union between them and the Parent Country would be formed.

It appears by the colonial papers that the subject not only causes the greatest solicitude in these various settlements, but for some time past has engrossed the serious attention of Lord Grey, now at the head of the Colonial Department. It further appears that various schemes have been brought under the consideration of the noble Earl, of which two, perhaps, are most deserving of adoption. One proposal, made by Mr. G. F. Davidson (author of "Trade and Travel in the Far East," and some time resident in Sydney) for a postal communication between Singapore and Sydney, *via* Torres Straits; the other by Mr. C. D. Hays, for a direct line of vessels, fitted with the screw-propeller, from England to the Cape of Good Hope, South Australia, Port Phillip, and Sydney, with branch packets to the Mauritius, Van Diemen's Land, and New Zealand. There is little doubt that mails may be conveyed by the former plan with regularity and despatch, and

that it would prove of service to such persons as could afford to pay the *expensive* passage, *vid* India, by the present overland establishment; but as the majority of individuals emigrating to these Colonies are obliged to consider the expenditure of every shilling, it may naturally be concluded that were both lines established, the latter would be preferred both for passengers and cargo. "An Australian Mariner," who writes in the *Sydney Morning Herald*, of the 5th of February last, in speaking of the passage by Torres Straits, says, "There is, perhaps, not to be found on the face of the globe a track so full of hidden dangers, and of equal length with the inner passage and along Torres Straits as far as Booby Island. The perils of the navigation may certainly be diminished by future surveys, but the dangers are of that nature, the channels so intricate, and besides undergoing such constant changes that accuracy of mapping can never render it possible to run boldly through them;" again he says, "*Let the record of the shipwrecks to the east and north and those to the south and west afford the standard of the comparative safety of the waters.*"

I believe I am stating a fact in saying, that her

Majesty's Colonial Land and Emigration Commissioners have never lost a ship on her passage to these Colonies, and that during the past ten years more than 100,000 persons have been sent out by them.

As all these people have emigrated to supply the labour-market, it may naturally be concluded that, at the same time, a very large body of a superior class have gone there also ; and who, paying their own passages, have not come within the returns of the Commissioners. Any one may judge for himself by observing the number of ships that constantly sail for the Cape, Australia, and New Zealand ; and, by enquiring into the condition and numbers of those about to leave the Mother Country, the result will be a conviction in his mind that the suggestion of a fleet of steamers for that service is not premature.

By official returns it will be seen that it is calculated each soul in these Colonies is a consumer of British goods to the amount of nearly 10*l.* per annum, and that the population of these parts is as follows : viz.—

Cape of Good Hope	.	.	.	145,462
Mauritius	.	.	.	108,000
New South Wales (including Port Phillip)				200,000
South Australia	.	.	.	30,000
Van Diemen's Land	.	.	.	70,000
New Zealand	.	.	.	15,000
Western Australia				5,000

By a careful consideration of the subject, by men fully conversant with such calculations, it is proved, that the voyage to Sydney may be performed by screw-ships in nearly half the time, and at no material increase of expense. What an inducement is here offered to the hundreds, or I may say thousands, who are struggling at home with small means against innumerable difficulties, to embark their fortunes in countries that offer such prospects as these ! The restoration of peace at the Cape, and subjugation of the natives of New Zealand, has had the effect of restoring confidence in the Colonists, so as to induce them to lay by the weapons of war for a vigorous attack on Mother Earth with mattock and spade.

By furthering the means of Emigration, we shall make ourselves numerically superior to the native population, and so defy any insurrection of the

aborigines. It will also do away with the necessity for a large military force in these countries, and which of course must be a vast saving of expense to the Home Government. The plan of granting a free passage to able-bodied pensioners, with their families, now being tried in New Zealand, appears a wise and judicious scheme, as affording both protection, if required, and labour for the employer, as also placing the old and deserving soldier in a position superior to that in which he finds himself at home.

Any one conversant with mercantile affairs will readily see the vast importance such a rapid communication will afford to commerce in general, but more particularly to those articles of trade which require a speedy conveyance, and as the style of ships proposed by Mr. Hays would be fitted with the screw propeller, there would be ample accommodation afforded for such valuable cargo.

With regard to the conveyance of mails, the boon conferred on all parties would be immense, as much of the present anxious suspense would be removed, at the same time that the correspondence

and postal revenue would be materially increased. It is well known that at least seven letters out of ten sent to these Colonies do not, under existing mail arrangements, pass through the Post Office, but are carried in the broker's bags. Such a line of mail packets, once established, would entirely remove this irregular course, as who would not willingly pay a shilling to have a letter conveyed by a safe Government mail, in two months, instead of being under obligation to a broker, for the uncertainty of his letter reaching its destination, at least four, or perhaps five months after date. It was only yesterday I received a letter from New Zealand, and one from Adelaide, the former was seven and the latter six months' old.

To those less interested in these Colonies, who murmur against the fluctuations of our manufacturing trade, let them consider whether this communication would not have the effect of producing a greater equilibrium in their markets, by a more rapid and regular colonial trade with our own people, than a dependence on the consumption of Foreign States, whose Governments are so unpal-



table as to keep their people in a constant state of agitation and ferment.

The important increase of exports of British manufactures to these Colonies is best seen by a reference to the returns made in various years.

	£		£
1827 . .	949,318	1837 . .	2,082,453
1828 . .	1,073,072	1838 . .	2,867,410
1829 . .	1,064,369	1839 . .	2,836,620
1830 . .	1,098,176	1840 . .	3,296,540
1831 . .	1,083,142	1841 . .	2,480,622
1832 . .	1,234,707	1842 . .	2,051,310
1833 . .	1,348,188	1843 . .	2,689,069
1834 . .	1,527,813	1844 . .	1,983,546
1835 . .	1,506,239	1845 . .	2,800,581
1836 . .	2,057,034		

Thus the consumption was more than tripled in eighteen years. The exports from these various Colonies are also worthy of remark, being composed of wool, sperm and black oil, tallow, whale-bone, hides, skins, horns, hoops, bones and bone dust, bark, timber for spars, furniture woods, tree-nails, pig-skins, gums, metallic ores, and wines from the Cape, cotton from Natal, salt and preserved meats, making an amount from each Colony as follows :—

**CALCULATION of Exports and Imports of the Colonies benefited, taking Twelve Months, being part of  
1846 and 1847.**

IMPORTED into the COLONIES of the	From Great Britain.		From British Colonies.		From Foreign Parts.		Total.
	£		£		£		
Cape of Good Hope		691,186		157,427		217,832	1,066,445
Mauritius		315,088		613,604		194,733	1,123,425
Western Australia		16,976		8,093		395	25,463
South Australia		218,095		92,340		2,402	312,837
New South Wales		1,119,301		252,993		248,278	1,620,572
Van Diemen's Land		372,020		159,977		29,241	461,238
New Zealand*		...		...		...	...

EXPORTED from the COLONIES of the	To Great Britain.		To British Colonies.		To Foreign Parts.		Total.
	£		£		£		
Cape of Good Hope		311,123		148,837		511,908	971,868
Mauritius		1,463,557		120,521		39,409	1,723,497
Western Australia		15,939		8,574		22	24,535
South Australia		174,689		141,661		13,748	330,098
New South Wales		1,129,779		329,322		22,438	1,481,539
Van Diemen's Land		298,534		283,790		582,585	1,164,909
New Zealand*		...		...		...	...

\* For want of proper communication with and in the colony of New Zealand, it is difficult to obtain an exact return of the Exports and Imports; but they may be fairly estimated at more than £100,000 per annum both ways.

The following are the more valuable staples that steamers might be employed in carrying at a remunerating freight: wool, oil, and tallow. In 1847 New South Wales exported to England more than 20,000,000lbs. of wool.

The only difficulty that now exists is, as to what encouragement her Majesty's Government will give to a scheme of such general advantage. It resolves itself into a matter of pounds, shillings, and pence, and if the reasonable sum required as a Government grant for the undertaking can be guaranteed for a certain number of years, there will be no difficulty in seeing the line of connection in active operation within the next twelve months.\*

Capital will always be subscribed, provided there is a reasonable interest to be derived from its investment, and the security of such mail-packets

---

\* It appears that the existing Steam Companies obtain from her Majesty's Government the following grants:—

Peninsular and Oriental Company . .	£224,525 per ann.
West India Mails . . . . .	240,000 „
Cunard and Co., Halifax Mails . . . .	85,000 „

Under these circumstances, it is but reasonable to anticipate some pecuniary aid for a project of so much importance.

being conducted by a Company incorporated under Royal Charter. Having seen the calculations upon which the proposed scheme is based, I am convinced that the returns would be quite equal to what is anticipated, and that it would prove a lucrative investment. I observe that the calculations have been made by experienced, practical men, and a most important fact in these estimates is, that in matters of expenditure they have much exceeded the mark, while in receipts the under-estimation is considerable. Thus the public would not be led into the error so often fallen into by public bodies that have already been formed, and whose experience has been bought at a very heavy cost to their shareholders.

So far it may appear that I solely advocate the Cape Line, having said that both Mr. Davidson's plan (got up with perfect and evident knowledge of the subject) and that of Mr. Hays were worthy of consideration. Though I see the most urgent necessity for the line *vid* the Cape, and am convinced that backed by a GOVERNMENT GRANT it would pay, still the importance of connecting the Australian Colonies with India is so obvious, that I am induced to hope that the two schemes may be united in one grand undertaking, if not now, at some future, but

not far distant day. Should, however, Lord Grey adopt the Cape Line to the exclusion of all others, most unquestionably his Lordship will make the selection most comprehensive in its ramifications and plans. A scheme that includes Sydney, Port Phillip, Adelaide, King George's Sound, the two principal ports in Van Diemen's Land will secure more real advantages to all Australians than one more rapid in its movements would do, by its single advantage of placing London letters in Sydney of a few days later date than Mr. Hays's ships would perhaps do. This gentleman's return likewise includes the Mauritius and Cape Colonies, and may reasonably look for pecuniary support from their Governments; indeed, if I am not much mistaken, the Legislative Councils of both these important colonies have already voted liberally towards the object now under consideration. The benefit to be derived by the different colonial possessions where the steamships of Mr. Hays are meant to touch at, is almost incalculable ; they will thus receive not only early and regular communication from the Mother Country from and with each other, but a constant stream of substantial and respectable immigrants (who can afford to pay a few pounds more than the sailing packets charge for the average run of steerage pas-

sengers for their passage) will be landed on their shores at regular stated intervals.

Well found fast sailing ships of moderate tonnage, supplied with auxiliary steam power and the screw-propeller, may reasonably be expected to reach Sydney from England, *via* the Cape and South Australia, in seventy days, thus reducing the time now occupied on the voyage by fifty days. As a proof of this I copy an extract of a letter addressed by the Admiralty to the Colonial Office, dated 6th May, 1847, which appeared in the *Sydney Morning Herald* of the 30th November, 1847.

“On the subject of the establishment of steam communication between this country and the Australian Colonies, I am commanded by the Lords Commissioners of the Admiralty, to request that you will inform Earl Grey, that though my Lords do not consider that Mr. Hays’s projected line, by the Cape of Good Hope to Australia, can equal that by Alexandria and Singapore, in speed and regularity, yet, that it would be so advantageous to the national interests, as to deserve encouragement and countenance from her Majesty’s Government ; it will afford the communication so much wanted with

the west coast of Africa, at Ascension, as well as with the Cape of Good Hope and Mauritius, and it may become of the utmost importance by furnishing a direct line of communication between England and the Indian Ocean by sea, without the necessity of passing through the territories of any foreign nation. If the vessels to be employed should be built under the controul of this department, and fitted to carry a proper armament, they might prove a useful addition to the national forces. The experience derived from the packets plying between London and Rotterdam, from the Sarah Sands, and from certain of her Majesty's vessels shows, that the proposed voyage is quite practicable for auxiliary screw steam vessels, and that a considerable portion of it might be ordinarily performed, at a sufficient speed, without the assistance of their steam power. The shortest sea distance from England to Sydney, touching all the projecting points, and moving in great circles, is measured at 12,630 geographical miles, and this distance might probably be traversed in sixty-five days, each way." As a further proof of the power of the screw propeller, the following table of the ships alluded to by the Admiralty may be interesting.

General Screw Steam Shipping Company, from 1st January, to 31st December, 1847.

Name of Vessels.	Tonnage.	Horse-power.	Full and complete voyages from London to Rotterdam and back.	Time occupied in going a-head.	Time, including delays, &c.	Distance run, in miles.	Consumption of coals per mile.	Consumption of coals per hour.	Average speed, in direct line, per hour.	Total consumption of coals paid for.
City of Rotterdam . .	272	30	45	4472	5006	35,432	75lbs.	531lbs. about 8lbs. per horse power.	7 $\frac{1}{16}$ knots	1186 tons.
City of London . . . (Power as one-horse power to 9 tons.)	272	30	41							
Sir Robert Peel . .	320	40	44	5518	6034	45,548	79lbs.	584lbs. about 7lbs. per horse power.	8 $\frac{1}{16}$ knots	1575
Lord John Russell . . (As one-horse power to 8 tons.)	320	40	45							



The foregoing return shows, that vessels fitted with the screw propeller, are capable, from being able to make efficient use of their sails, together with their steam power, of performing equal work with paddle-wheel steamers, at certainly less than one-fourth the expenditure of fuel ; for while by this return the expense for fuel is only  $8\frac{1}{2}d.$  per mile, by the last half-yearly report of the Peninsular and Oriental Company the cost of coal is returned at 188,000*l.*, the distance performed 600,000 miles, which is at the rate of 6*s.* 3*d.* per mile.

The declared dividend of the half-year was 45,714*l.* 11*s.* 2*d.*, which would have been more than doubled by a saving of 25 per cent. in the expenditure for fuel. The above facts speak for themselves, in showing the very great importance to be attached to any plan that can produce a saving in such a considerable item as fuel for steam purposes.

These and innumerable other facts only require to be brought to the notice of Earl Grey, to receive that noble Lord's usual prompt and energetic attention. Very moderate encouragement from the Co-

lonial Department would enable the projectors of this most important scheme to lay before the public a prospectus, that I feel confident would be responded to readily by those (and who are not?) interested in our Colonies. In twelve months more the line of packets would be running, and the often-repeated wishes of the colonists of the Cape, Mauritius, and Australia, at length be gratified, with every prospect of a favourable result to the shareholders.

There are, no doubt, various opinions entertained in these Colonies with regard to the most desirable route. I can imagine that a considerable party at Sydney are anxious to see the Singapore and Torres Straits' Line established, calculating on a more rapid postal communication, and having, perhaps, an interest in the trade to be done between the two points. In fine, I have heard it argued, that such a line should be established, on the ground of Sydney being "the metropolis of the southern hemisphere," swamping every other Colony, to be benefited on the Cape Line, in the one selfish feeling. So that as soon as the mail was delivered in Sydney the letters for South Australia, Van Diemen's Land,

and New Zealand, might continue to be conveyed by the present slow and uncertain intercolonial communication. But all this time we forget the Cape, the Mauritius, and *the great advantage* to the Admiralty in landing a mail at Sierra Leone, Ascension, or St. Helena. It is all very well for people to look to their own private interests, but in such a case as this the public interest is at stake, and being all in one boat should pull together. It has also been argued that there is not room for the advantageous employment of additional tonnage. Emigration having engrossed much of my attention and conversation for the last eight years, both at home and abroad, I am convinced that with the voyage curtailed, as Mr. Hays's plan would make it, there would be no more complaints of the "awful distance." Shorten the time and you shorten the distance. I speak also from information derived during various journeys performed through the principal counties of England, that there are hundreds who hesitate to go, from a fear of the distance, and a want of knowledge of these Colonies. The first will be removed by the adoption of this line, the latter by the many Colonists now at the other side of the world taking

advantage of it to pay a visit to the home of their youth, and who are now deterred by the time required for such a voyage being detrimental to the interest of their affairs out there. And let it be well remembered, that none of these people would think of going to Sydney to take advantage of the steamers to Singapore, and so on to England, by the Oriental Company's Line, for one most substantial reason; namely, that they cannot afford it.\* I trust now it will be seen, that not only a great accommodation may be effected, but that there would be an employment for the additional tonnage.

It is also argued, that a line by Singapore would be far less expensive. Granted. It has been estimated in Sydney that the line *via* Torres Straits might be established at a cost of 90,000*l.*, with four vessels of 500 tons, and 200 horse-power each. The distance to be run 4000 miles. For Mr. Hays's plan, I am given to understand, the screw-propelled vessels of about 600 tons burthen, and 100 horse-

---

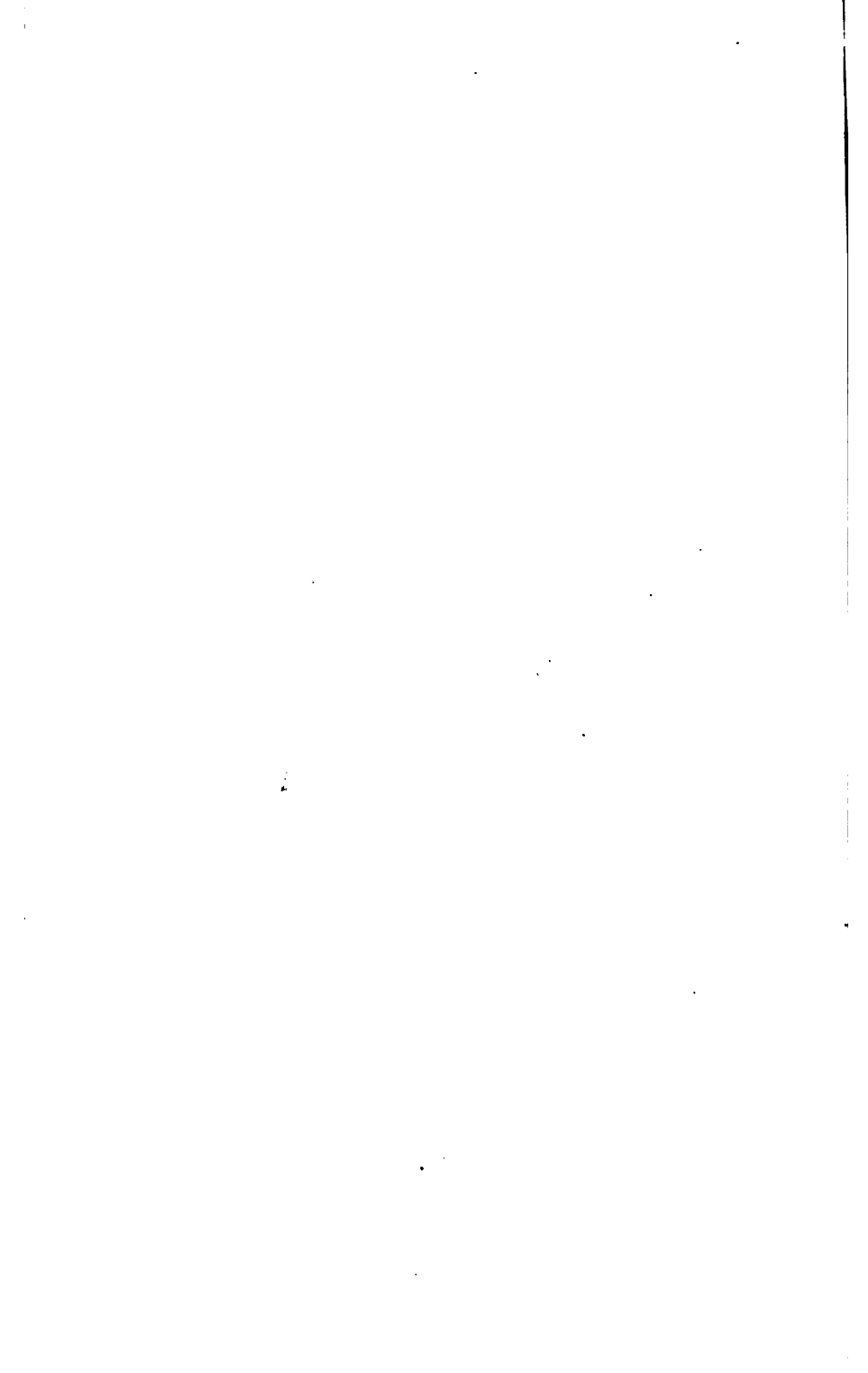
\* By Mr. Hays's plan passengers would be conveyed at as cheap a rate as that now paid for the passage by the sailing vessels.

power, would be the most eligible for all the purposes of such a voyage.

The necessary capital to put this scheme in operation would, I imagine, not exceed 250,000*l*. The distance to be run is 12,630 miles from England to Sydney ; from the Cape to the Mauritius about 1500 miles ; and the connection between Australia, Van Diemen's Land, and New Zealand, making a course of nearly 2000 miles, furnishes a total distance for the conveyance of mails, of 16,130 miles. By this it will appear that the outlay of capital required for carrying out the plan recommended by Mr. Bogue, of Sydney, in his pamphlet, would be at the rate of about 22*l*. 10*s*. per mile, while the Cape Line would be performed at the more moderate cost of 15*l*. 10*s*. per mile.

The public will, I trust, from these remarks, be enabled to form a correct opinion of the relative merits of these two routes, and I further trust that should her Majesty's Government encourage the line by the Cape, so as to promote the formation of a Company for that purpose, the opportunity and facilities offered by it will induce many of the gen-

tllemen of small fortunes now at home, wasting themselves with anxiety and disappointment in the search of employment, to take a trip out to any or all of these Colonies, and by personal inspection of their relative capabilities and merits, be ultimately tempted to settle in one or the other of the splendid new countries thus brought within so shortened a distance of the overstocked Mother Country. With all my affections and associations centered in the latter, my feelings of interest are, however, with the former, and any gentleman of ordinary energy visiting the Colonies, as I have done, will not be slow to appreciate the advantages which most of the Colonies, served by the proposed steam communication, offer to enterprise and independence.



## APPENDIX.

---

London, July 11, 1848.

MY DEAR SIR,

My attention having been called to a pamphlet published by a Mr. Adam Bogue of Sydney, New South Wales, in the shape of a letter addressed to the Right Honourable Earl Grey on Steam to Australia, and purporting to draw a comparison of the different proposed routes for connecting London and Sydney, but in reality written with a view of pointing out that there is only one route that ought to or can be adopted and stigmatising every other proposition than the one advocated by him as little better than chimerical, and in reference to the route *viâ* the Cape of Good Hope, although he honours it with a place next in importance to his own scheme, designating the promoters of it as a "company got up in ignorance of the difficulties to be overcome," and considerably telling "his Lordship he will be wise to pause before hastily adopting such a route," considering, as he also states, "the ignorance that still prevails in the parent country, even among those who have given the matter their most serious attention, &c.," it was my intention, as the proverb says, "that silence gives consent," to have published a reply to his "so-called letter," but as much that I could have said has been already brought forward in the pamphlet you have lately published on the subject of Steam Communication with the Cape of Good Hope, Australia, &c., and as you have informed me that you regretted not having given more information on the nautical questions at issue from its not lying so immediately within your own experience, I prefer addressing a few remarks and bringing forward a few *facts* to you which perhaps you may think worth embodying or affixing as an appendix to your pamphlet.

I might commence by making numerous observations on



Mr. Bogue's pamphlet, published in Sydney, to show the fallacy of his *mere assertion*, for really he does not bring forward *a single fact* to bear them out, but so able a reply has been brought forward in the colony itself, published in the *Sydney Morning Herald* of the 5th of February last, that I cannot do better than quote a few extracts from the article, adding some remarks on points not there touched upon.

#### STEAM COMMUNICATION WITH ENGLAND.

*To the Editors of the Sydney Morning Herald.*

"Gentlemen,—the above important subject has long been to me one of anxious and constant consideration. As a native of the colony, and as a practical seaman, it possesses for me more probably than ordinary interest ; but I should not have thought of laying my ideas of the matter before the public, did it not appear to me that the course pursued in investigating its bearings is far from a judicious one, that great weight has been placed on the opinions of parties utterly unqualified (many of them) to decide in the case, and that consequently the results arrived at are far from correct.

"As I am convinced that your wish in discussing the question is the same as my own, the determination of the best method of carrying into execution an undertaking of such immense interest, I am induced to offer for your columns a few remarks which, although not in accordance with your present views, I trust may be acceptable. My observations apply more particularly to a pamphlet lately published by Mr. Adam Bogue, entitled, 'Steam to Australia,' and to your commentary upon it in your publication of the 17th ultimo. My strictures upon Mr. Bogue's statements may appear harsh, but while I regret the appearance of severity in the case of so very inexperienced an author, my critical scruples are greatly removed by the very dictatorial style in which his views are conveyed. Mr. Bogue appears to take it for granted, that the perusal of his pamphlet will at once decide the question, without appeal or further inquiry. Lord Grey, especially when enlightened by the nice little lecture on political economy, which the work furnishes him, and dazzled by the display of learning extracted from Gibbon, about the importance attached by the Romans to the speedy conveyance of intelligence, will be fully impressed with the advantage which the colony will derive from ac-

celeration of their mails, and thoroughly instructed as to the route which he must patronise. Mr. Bogue states that his pamphlet 'expresses the opinions of the majority of the thinking portion of the inhabitants of New South Wales.' Now this is rank absurdity. The question is not one to be so decided. The majority of the thinking persons on board a ship do not determine the course to be steered, and it would be quite as reasonable to call for a vote of the passengers, as to how the captain shall veer and haul upon a lee shore, as to appeal to the majority in this case. On Mr. Bogue's very self-complacent exposition of his competency to become the director of public opinion in this matter, I shall merely observe that his estimate of his own qualifications appears to me somewhat over-rated.

"I am sorry that Mr. Bogue and yourself should have thought it necessary to make an attack upon our neighbours in South Australia, in consequence of their proceedings in reference to the question of steam communication, to charge the South Australian Legislature with ignorance, selfishness, incapacity, and I know not what, because the subject was debated there with reference to their own interests. Now this is precisely what was done here, and most properly so. The grant of 6000*l.* per annum was intended for the benefit of this colony; that of 3000*l.* per annum—relatively a much more liberal one—for the benefit of South Australia. Let us endeavour to avoid all jealousies or ill-feeling, in a subject in which the colonies have a joint and common interest. However anxious I may be for the welfare of my native land, I would not have its claim urged, in an ungenerous and selfish spirit, to an undue share of the advantages to which all our neighbours are equally entitled. Among the South Australian sages, as you contemptuously term them, there are men quite as well qualified to form an opinion on this subject as any of the members of our legislature, better indeed than most of them. With several of them I have the honour of a personal acquaintance, and I lament exceedingly that they should be held up here to unmerited censure and ridicule for doing their duty to their constituents. The benefits to South Australia will be immeasurably different in the two cases, that of steam direct to Adelaide, either from Singapore or from the Cape of Good Hope, and that of a steam vessel coming to Sydney *viâ* Torres Straits, and terminating her voyage there; leaving South Australia dependent on chance communication for the transmission of her mails

and passengers ; the overland mail is not worth alluding to. The advantage to South Australia in the latter case would be too trifling to justify their government in incurring the slightest pecuniary outlay for its promotion.

“You remark justly that the question is one which vitally concerns this entire group of colonies, and that the union of the whole is absolutely necessary for carrying it into effect. But we cannot expect that our neighbours will co-operate with us, or contribute their pecuniary aid in order to secure to us preponderating or exclusive advantages. Neither is it prudent or generous in us to claim them, although after all there is no occasion for an affectation of generosity any where amongst us. The final decision rests with two parties at home, the Government and the Capitalists. The former will take into consideration the claims of all the colonies, not excepting the poor, and at present neglected King George’s Sound ; and it is quite useless for us to talk grand of the ‘elder colony,’ ‘the metropolis,’ ‘the central seat of government,’ &c., for notwithstanding its boasted antiquity—of nearly sixty years—Sydney is not *the* metropolis, except of New South Wales, nor the central seat of any but her own immediate government. The latter will look to the probable returns of their capital invested, and estimate the relative importance of each colony by the amount of subsidy which it tenders. Let each colony then advocate its favourite line, and allow its neighbour the liberty of doing the same. Let each make its offer of pecuniary contribution for its best, and for its second best line, and leave the two above-named parties to do what they assuredly will do, whether we like it or not ; that is, to decide between the different routes, and the wishes of the various parties.

“A vast deal too much of the projected routes is laid down from the suggestion of parties who merely know these waters from the inspection of a map : as is clearly shown by the selection of the inconvenient and dangerous roadstead of Swan River for a coaling station, instead of the splendid harbour of King George’s Sound, as well as in many other less palpable instances. In like manner a vast deal too much weight is attached to *names*, and to the opinions of men who, however well qualified to decide, have to do so upon imperfect data, and second-hand or incorrect information. As regards currents, prevalent winds, and the numerous points in local navigation which experience alone

can instruct us in, I shall prefer the humble authority of a regular trading skipper, to that of the most scientific gentleman in England, who has studied the course upon paper, and even to that of the best navigator who has just reached the spot.

“In demonstrating the extent of the numerous fallacies advocated by Mr. Bogue, to which your approval has given value and currency, I shall be pointing out the routes which I shall presently contend ought to be taken by the steam-packets between Singapore and Sydney; the only line which I fear we can hope to see in operation for some time to come. At the same time I shall be removing the ill-founded notion of difficulties, brought forward against the more practically useful direct line *viâ* the Cape of Good Hope, which, if it could be established, would be as far superior to the Indian line, with its repeated changes of vessels, overland journey, &c., as a road for vehicles of all descriptions would be over one only to be traversed by the carriage of the private gentleman. The Singapore line will bring us letters, passengers of the wealthiest class from England (not however families even of that class, and very few female passengers), and passengers from India. The direct line would bring letters, passengers of all classes, specie and money in every form, as well as such light and valuable merchandise as can support a high rate of freight in relation to its bulk.

“The first fallacy of a principle which I shall point out is the comparison made between the extent of capital requisite for the two lines. That *viâ* the Cape, it is said, will require 300,000*l.*, the other only 90,000*l.* But it must be remarked, that Singapore is but a small part of the road to London, and that the investment of 90,000*l.* for that portion is relatively as great as, if not greater, than that of 300,000*l.* for the whole. Also, that the important colonies of the Cape of Good Hope and the Mauritius will contribute their support, and that no inconsiderable sum will be drawn from letters and passengers from Europe even to the neighbouring French possessions. But as I have already remarked, the consideration of these points need not originate with us. Let us tender our contributions, and refrain from insisting upon the existence of imaginary difficulties and dangers. I do not consider the amount of capital a serious obstacle. Even in these disastrous times, steamers will soon be found in England for the Cape line, provided

it can be shown that it will pay. Union amongst the colonists, however, is absolutely necessary if we want to convince the English capitalists of that probability. If we are quarrelling amongst ourselves and abusing one another, our antagonistic attempts will only defeat the grand joint object. I shall now proceed to the object which I have more immediately in view, the nautical part of the question.

"I say nothing of the passage between London and the Cape. On this head they do not require any information from us in London, I will merely remark that the track which Mr. Bogue lays down in his map is by no means that which a steamer would take. There would be no occasion for such vessels to make seventeen degrees of weasting, as far as the meridian of Cape St. Roque, for the purpose of steaming it back again.

"We shall begin our examination, therefore, after leaving the Cape of Good Hope, when, says Mr. Bogue, 'she will steer about due east for Swan River, along any of the parallels which lie between 34° and 40° south.' A most extraordinary course truly from False Cape in 34°23'48" to the entrance of Swan River in 32°4'31"! This, however, is nothing; but a total absence of information upon the subject, almost of what might be gleaned from the inspection of a map, is evident, when it is proposed that the steamer shall go between two and three degrees out of her course, to the infamous roadstead of Swan River, having the entire distance to return, when the splendid harbour of King George's Sound, one of the best in Australia, lies directly in her course, at an equally convenient distance.

"Mr. B. proceeds. 'The winds in these latitudes invariably blow from the westward tempestuously, and that more especially during the winter months, from April to September.' These tempestuous winds are mere creatures of the imagination. The winter months are frequently the most favourable for navigation, and the writer has more than once made the passage between the Cape and the Mauritius, and Sydney in these very months, without experiencing half a gale of wind during the entire voyage. Above the latitude of 37° strong steady winds from the westward are commonly met with, but it is childish to talk of them as 'invariably tempestuous.' Vessels, however, steering to the westward would not select these latitudes. I shall presently inquire whereabouts the easterly winds are to be looked for.

“ Mr. Bogue’s description of the weather on the southern coast of Australia is still more extravagant. ‘ If there is any part of the whole Southern Ocean more boisterous than another it is that which lies between Sydney and Cape Leeuwin. This is notoriously the case in winter. So furiously does the western tempest blow, and that without intermission—so mountainously high do the seas run which roll round that remote promontory, and along the southern shores of New Holland—and so rapid is the current setting to the eastward into the great bight of Australia, caused by the perpetual westerly storms, that ships from the eastern settlements, whether bound to England, to India, to the Cape, or the Mauritius, seldom or ever attempt to get round Cape Leeuwin to the westward. Sailing vessels have been known to be two months trying to weather this headland without success, and then have been obliged to bear away for the eastern route.’ A more exaggerated description it is scarcely possible to conceive. Why, such a sea of storms would frighten the very Flying Dutchman out of it ; or, if navigated, this dreaded southern coast would be strewn with wrecks. But this overdrawn unfounded statement is at once disproved by *facts*. The worst part of the voyage from Sydney to the Cape is between Cape Howe and Cape Otway ; yet sailing vessels make the voyage from Sydney to Melbourne and Adelaide, and from Launceston to Adelaide at all seasons of the year. In a voyage from Sydney to Swan River the passage would be considered as made after passing Adelaide. The *Juno*, steamer, is found quite powerful enough to run between Sydney and Adelaide ; the *Shamrock*, although of much smaller dimensions and greatly inferior in power, plies successfully between Sydney and Melbourne. Why, after having made the worst part of the passage, should either vessel be unfit to go from Melbourne or Adelaide to the Swan ? Although Captain Gilmore is cited in proof of the necessity of large vessels, which would, I admit, be preferable, I fancy he would not be at all pleased to be told at Melbourne that he could not take the *Shamrock* to the Swan as safely as to Sydney. With a mail packet cargo she could carry sufficient fuel. I speak of fuel in order to anticipate a probable objection. Sailing vessels, as I have just remarked, make the passage from Sydney to Adelaide at all times, and sailing vessels make the passage at all seasons of the year from Adelaide or Launceston to the

Swan River, to the Mauritius, and to the Cape of Good Hope. But for facts. The barque *Socrates* left Launceston in June, and landed her cattle at the Swan River on the twenty-fourth day—thus showing that a quick voyage can be made round Cape Leeuwin in the depth of winter. The barque *Guiana* (not a fast vessel) left Adelaide in July, rounded Cape Leeuwin on the twelfth day, and was in the Mauritius on the thirty-seventh day : the following voyage she left in June, and was in the Mauritius on the forty-second day ; in more favourable seasons she has made the passage in thirty-four days. The schooner *Water Witch* left Adelaide in August, considered by navigators as the most boisterous month of the twelve, rounded the Leeuwin on the tenth day, and reached the Mauritius on the twenty-eighth. Let it be borne in mind, also, that these are passages made by heavily laden grain vessels, not by light well trimmed packets. These are but a few instances in which I am able to furnish names and dates: the list might easily be extended. The *Water Witch* made the passage from Singapore to Adelaide in twenty-four days, although obliged to make a much longer course than a steamer would do. I have myself made the passage from Batavia to Melbourne in thirty-one days. Vessels from Adelaide to London go by the Cape of Good Hope during nine months out of the twelve, and many of those from Melbourne do the same. The *Thomas Laurie*, rather a dull vessel, on one occasion, reached the British channel from Melbourne without ever taking in her top-gallant sails, carrying them in the very teeth of the eternal westerly tempests, and round the dreaded Cape Leeuwin. Why does not Mr. Bogue name some of the vessels which 'have been known to be two months trying to weather this headland?' They must certainly have been without sails, rudder, or sailors. The celebrated *Hurpooner* doubtlessly performed some extraordinary evolutions in these seas, and one other vessel last year changed her route after leaving Adelaide, with the intention to make the southern and western passage—the barque *Tenasserim*, which having been dismasted four or five hundred miles to the eastward of the Leeuwin, with a crew of Lascars on board, men unfit for the cold weather on this coast, the commander judiciously bore up for Sydney, where he refitted, and afterwards proceeded through Torres Strait. 'In the Great Australian Bight,' says the Directory, 'from the middle of January to the middle of April, the prevailing winds are moderate between

S. E. and E. N. E., partaking of the nature of sea and land breezes, and attended with fine weather, &c.' They were better acquainted with this fearful coast, it appears, twenty years ago in England, than Mr. Bogue is now: in fact, it is into this very Bight that many or most of the traders work up during the winter months, where, with the wind between N. N. W. and W., and the alteration of land and sea breezes, they find comparatively smooth water.

"Having thus disposed of the Bight and Cape Leeuwin, the Charybdis and Scylla of Mr. Bogue, we will see how he gets on between New Holland and the Cape of Good Hope. Here he becomes quite eloquent in the despairing pathos of the declamation. 'She (the steamer) makes a start for the Cape, the same eternal westerly gales still blowing hard in her teeth. But now, my lord, there is no port under her lee—no depôt from whence she can supply her exhausted stock of fuel—the wide expanse of the southern ocean has to be crossed in the face of contrary winds and a heavy sea. Taking this into consideration, it is not unreasonable to suppose, that she would be a month or six weeks before reaching the Cape of Good Hope; and even allowing her, at quitting Swan River, to run up to the verge of the tropic, and there take advantage of the south-east trade wind, though it is not likely this would materially shorten the voyage.' Mr. Bogue is again egregiously at fault in his calculations. It would be a very long passage if she were twenty-two days from King George's Sound to the Cape. After rounding the Leeuwin, she would run down to about latitude 28°, (not to the verge of the tropic, as Mr. Bogue says), she would there find the south-east trade wind, which, without the necessity of exhausting the fuel, would carry her, at a very small angle, to the Cape of Good Hope, before a fair breeze, and through a moderate sea.

"I am, gentlemen,

"Your very obedient servant,

"AN AUSTRALIAN MARINER.

"*Sydney, Feb. 1.*"

In page 9, Mr. Bogue says, "The further extension of this navigation seems to be the only link wanting to consolidate British power, &c., to diffuse the glad tidings of Christianity, &c."



In page 10, he gives the amount of population in the different colonies, stating that the consumption of British goods per annum per head is from 7*l.* 10*s.* to 10*l.*, and the advantage to be derived to the Mother Country from the extension of population.

How is the link to consolidate *British power* in those colonies to be kept up? How is Christianity to be diffused? How is the population for the increased consumption of British goods to be rapidly increased?

The reply is, By a communication with the Mother Country, which will facilitate the transit of its overflowing population, to whom it can become so useful and valuable.

In page 13, he goes on to say, "No less than six routes have been proposed, each route has had its strenuous advocates—actuated, no doubt, by the particular colony they may be interested in."

That remark may very well apply to that of his own advocacy in which he speaks of Sydney, *the Capital*, being of such paramount importance; but that, surely, cannot apply to the Cape line, which is so very comprehensive in its views.

This he confesses in page 18, where, in speaking of the Cape line, he says, "There can be no doubt that this route has many advantages: that it would be of the first importance to Great Britain, and to all those countries which lie in the direct line, that this plan be carried into effect; they are all British possessions, and it may be inferred that this project will be advocated strongly by many influential men in England, who are interested in the colonies which lie on this line, and their views will be supported by the Cape Colony, the Mauritius, and some of our Australian settlements; but your lordship will bear in mind that this question hinges upon rapid communication with the metropolis of the South Eastern Hemisphere, the chief seat of Government of Australia, and with the principal nucleus of wealth and commerce in this quarter of the globe, not upon direct advantages to other localities, which should be viewed as merely collateral."

He here calls Sydney the metropolis of the *South Eastern Hemisphere*, rather too high a sounding name; at the same time, as the metropolis of New South Wales and the foundation of the Colony its importance is no doubt of consideration, but with the advantages of climate possessed by

the Southern Colonies they are more likely to attract the attention of English emigrants; but putting all that aside, Sydney will derive as much benefit from the communication by the Cape of Good Hope in postal intercourse as she could by that by the way of Torres Straits, could it be carried on continuously by that route, which I think I can show would be almost impossible; and certainly Sydney is in as great want of increased facilities of immigration as the other colonies.

In page 26 he says—"With regard to the emigration of capitalists, the Indian line would, I think, be preferred, because it offers the advantage of intercourse and acquaintance with many interesting countries, and satisfies a *vast amount of curiosity*, which to many persons is an important consideration. With regard to the labouring class of immigrants, I do not think that either the Eastern or the Cape line would be of any avail; the immigration of labour must be by means of sailing ships, because people can be brought out at a much less expense by them."

Now this is just one of the advantages that the line, *via* the Cape, does offer, viz., that not only will it afford every facility to the emigration of the small capitalist at fully as cheap, or even cheaper rate than the present sailing vessels, as the packets being expressly *fitted* for a given number of passengers, the expense they are subjected to of providing fittings for their cabins in most of the trading vessels, and which frequently amounts to an additional twenty per cent on the amount paid, will be avoided—but it does afford even to the immigration of labour as cheap a means of transit, and one attended with so much more comfort as to offer a sufficient inducement to very many who are struggling in this country to earn a bare and precarious subsistence for their families, to remove themselves to where their labour will meet its sure reward, and where the more numerous their families, by common industry the greater will they prove a blessing to them; and those are the class of immigrants which will also prove the greatest blessing to the colonies.

After the manner in which Mr. Bogue's statements as to the winds and weather in Bass's Straits have been confuted by the *facts* brought forward against them by the *Australian Mariner*, I shall confine myself to a few remarks on the superiority of auxiliary-screw propelled vessels to the

ordinary paddle-wheel steamers, by which only the people of New South Wales have been able to form their ideas of the capability of steam.

In the first place, it is now ascertained that with one-fourth of the relative power to tonnage, they are capable, by combining the efficient use of their sails, of producing equal results—this is shown in your extract of the General Screw Steam-shiping Company's Return of the performance of their vessels during the whole of the year 1847.\*

From my practical experience of several vessels of a similar description, I can vouch for the performance being the ordinary nature of vessels of that class.

One instance among many I will quote—showing the immense superiority of such vessels over paddle-wheel steamers in bad weather.

“On the 11th of December, 1846, the *City of Limerick* paddle vessel of about 500 tons and 200 horse-power, left the River Thames at eleven A. M. for Dublin. On the same day, at four P. M. the screw vessel, the *Cork-Screw*, of 260 tons and thirty horse-power, started from the same place for Cork. From the 11th to the 16th the most violent westerly gales, and consequently directly against both these vessels, were experienced, many vessels being wrecked.

“On the 16th both these vessels put in together at Falmouth to replenish their fuel before venturing across the Irish Channel. The weather was so bad they lay four days before they could get off their coal, they then started together, but the *City of Limerick*, after being out some hours, was obliged to return, not being able to steam against the head sea, while the *Cork-Screw* by working to windward with steam and canvass together made her passage.”

The great economy in fuel is shown by the comparison of the consumption by the vessels above quoted, and that of the vessels of the Peninsular and Oriental Company, in page 18 of your pamphlet.

The gales alluded to in Mr. Bogue's Pamphlet as prevailing during the winter months on the southern coasts of Australia no doubt make the homeward passage from New South Wales by sailing vessels preferable by the way of Cape Horn rather than by the Cape of Good Hope, as they make a fair wind of it, for which reason that more boister-

\* And the voyages there alluded to, it must be borne in mind, were made to and from across the North Sea.

ous route is generally adopted ; but it must be borne in mind that on three sides, east, west, and south, of Australia, the winds blow from the land during the winter months, and though occasionally with so much violence that sailing vessels would be driven off, and be consequently unable to take advantage of them for making the western passage, that would not be the case with the screw-propelled vessels, which would be able at all times to keep the land aboard and thus keep the advantage of smooth water,\* so that the dreaded part of the voyage to reaching Cape Leeuwin from Sydney would be reduced to something very like pleasant sailing; and as from there they would very soon enter the south-east trade, which they must run down to take Mauritius on their homeward route, that portion of the voyage would be rendered one of the most pleasant parts, with the advantage of a beautiful and temperate climate instead of having to bear down into the cold regions and boisterous seas of Cape Horn.

During the summer months, when the winds blow from the sea on the Australian coasts, they are generally light, and therefore no difficulty is experienced in making the passages either way and particularly with steam.

The following table, taken from an analysis of one hundred voyages to and from India and China performed by ships in the Honourable East India Company's service, published by Henry Wise, Esq., late chief officer of the Honourable Company's Ship *Edinburgh*,† shows, after deducting the time lost in calms and light airs, an average speed for 57 outward voyages, of  $7\frac{3}{10}$  knots, and for 43 homeward voyages of also  $7\frac{3}{10}$  knots, and as these ships crossed the Equator, both outward and homeward, between the parallels of  $22^{\circ}$  and  $24^{\circ}$  W. longitude, which sailing ships are obliged to do to avoid the calms prevailing nearer the coast of Africa, vessels having steam power would cross in about  $8^{\circ}$  or  $10^{\circ}$  W., and thus effect a saving of from 1600 to 1800 miles between England and the Cape of Good Hope, and *vice versa*.

\* It is an ascertained fact that the screw vessels by sailing and steaming together sail within four-and-half points of the wind, in the worst weather without making any lee-way.

† 1839—Published by J. W. Norie and Co., and W. H. Allen and Co., Leadenhall Street.

## AVERAGE OF FIFTY-SEVEN OUTWARD VOYAGES.

	Days and Hours.	Hours.	Miles.	Knots per Hour.
	number.	number.	number.	number.
Average number of days and hours.....	106 16	2565		
Ditto of calms and light airs.....	27 22	670		
	78 18	1895	13,799	7 2-10ths.

## AVERAGE OF FORTY-THREE HOMEWARD VOYAGES.

	Days and Hours.	Hours.	Miles.	Knots per Hour.
	number.	number.	number.	number.
Average number of days and hours.....	114 18	2754		
Ditto of calms and light airs.....	37 12	900		
	77 6	1854	13,998	7 2-10ths.
Average of outward voyage .....	78 18	1895	13,799	7 2-10ths.
Half.....	156	3749	27,197	14 4-10ths.
Average of 100 pas- sages out and home....	78	1874	13,598	7 2-10ths.

Sixteen hundred miles, the distance saved as above, at seven knots per hour, will be equal to 228 hours, or nine days and a half, which deducted, gives the average number of sixty-eight days and a half to and from England to India—supposing the assistance of steam had been only applied in calms and light airs; and it is worthy of remark that the average rates made by these ships ranged only from a minimum of six knots and a half to a maximum of seven knots and a half.

The performance of screw vessels of a small tonnage and on short voyages, from the return of those of the "General Screw Steam Shipping Company," as noticed in page 17 of your pamphlet, showing their great advantages for such voyages, the following return for the year 1847 of the outward passages of the *Sarah Sands*, from Liverpool to New York, will show the advantages accruing from screw vessels of large tonnage and on long voyages.

The homeward passages are not given, as from the

prevalence of strong westerly winds they are frequently made by sailing vessels in as short a time as by steamers.

The return says :—

“It is well known that the New York packets are amongst the finest trading vessels in the world, and a comparison with some of the best of these on the outward voyage, where the greatest difficulties are encountered, will give a good idea of the performance of the *Sarah Sands*.”

SARAH SANDS.	Sailed.	Time.	Packets Passed.	Average Time.
		days.	number.	days.
1st voyage .....	Jan. 20th, 1847.	20 $\frac{1}{2}$	6	48
2nd voyage.....	April 6th, 1847.	23	6	36 $\frac{1}{2}$
3rd voyage.....	June 15th, 1847.	20	6	47
4th voyage.....	Sept. 3rd, 1847.	20	4	32
		83 $\frac{1}{2}$	...	163 $\frac{1}{2}$
Average.....	...	22	...	41

“The *Sarah Sands* is a ship of 1000 tons, builders’ measurement, and 1300 tons, new measurement; engines 180 horse-power. She has extensive accommodations for first, second, and third class passengers, and can stow about 900 tons of goods, besides coals for the voyage.”

This ship, and those of the General Screw Steam Navigation Company, are the vessels referred to in the Admiralty letter, quoted at pages 15 and 16 of your pamphlet, which, together with the foregoing analysis of the voyages to and from India well warrant the expectation expressed in that letter that “the distance between Sydney and England might be performed in sixty-five days each way, “and that a considerable portion of it might be performed “without the assistance of their steam power.”

Although Mr. Montgomery Martin lent his advocacy, in the early part of last year, to the plan of establishing a company for carrying out the communication with Australia by the way of the Red Sea, which was patronised by Sir George Larpent, I can only suppose he did so from a wish to see some steam communication extended to those important Colonies, and for the attainment of so desirable an object, was willing to sacrifice his own judgment to what he might have then thought the stream of public opinion, and against which I stood alone in directing attention.

In support of which I will quote his own words in his

"History of the British Colonies," published in 1835, and in subsequent editions in 1844, where he says, in allusion to steam communication with the East—

"My reasons for advocating the Cape of Good Hope route in preference to that *viâ* the Red Sea, or the Euphrates, are—1st. That we would bring into closer and speedier communication the *whole* of our Asiatic and African colonies, whereas by the Red Sea route, even if certain difficulties (to be hereafter noticed) could be overcome, only a part of our eastern possessions would be benefited :—

"2nd. That therefore the prospect of remuneration for the large expenditure requisite is more secure by the Cape, than by the Red Sea or Euphrates route.

"3rd. That the commercial, political, and social advantages to England and her colonies would be infinitely superior.

"4th. That whereas we are mistress of the ocean, and have our route by the Cape open so long as the British trident rules, but we are not masters of Egypt, Syria, or Persia, on the contrary we are not only at the mercy of Mehemet Ali's successors, but subject to the caprice of the French and Russian governments in their intrigues with the Porte or the Pacha. [This chapter stands as it was printed in the first and second editions of my large work (Vol. I. Asia)—and the want of practical success in Colonel Chesney's expedition is now fully demonstrated.]

"5th. In the event of war, the Red and Mediterranean Seas' narrow route would be (particularly in Europe) very hazardous both for letters and passengers, and much less secure than on the highway of the ocean, independent of the liability to complete interruption for years, and the consequent loss of the capital embarked in the undertaking.

"6th. That although the travelling distance is greater by the Cape than by Egypt, yet, owing to quarantines and numerous impediments it is in reality shorter, and would be practically found so by comparing twelve voyages by either route, even under the now most favourable aspect which Egypt and Persia presents; but which would be entirely reversed on the breaking out of hostilities.

"7th. That the delay (if it be admitted for argument sake) of a few days by the Cape route as compared with the Red Sea or Euphrates, is far more than counterbalanced by the numerous British possessions it brings into close contact,

“and by the route being much healthier for Indians or Europeans over the health invigorating ocean, than over the burning sands of Egypt, and plague infested delta of the Nile. [Plague is now (June 1835) raging furiously at Alexandria.]

“8th. That depôts of coal can be more expeditiously and cheaply provided from England, from Calcutta, and New South Wales, where coal mines are now in full work, and from Ceylon, and the Cape of Good Hope, where they exist, but have not yet been worked, than by the tedious shipments of fuel from England to Alexandria, and from Calcutta to Bombay, and the Isthmus of Suez.

“9th. The voyage may be as safely performed *viâ* the Cape (if not more so than against the monsoon in the Red Sea) as by the Mediterranean and Red Sea, as demonstrated by Captain Johnson in the *Enterprise* steamer, while the improvements which have taken place in steam navigation since 1825, and the experience derived from the voyage, demonstrate the certainty and despatch with which the Cape route may now be effected.”\*

I think I have now said quite enough to prove, not only the practicability of the intercourse being kept up by the Cape of Good Hope, but also the facility with which it can be effected; and shall therefore conclude by a few remarks on the difficulties and dangers of the route to and from Sydney and Singapore by Torres Straits, of which I know something by practical experience.

In the first place, the dangers in Torres Straits consist of coral reefs, principally some feet under water, which mostly rise almost perpendicularly, so that the lead is little or no guide for them, and can be generally only discovered when the sun shining upon them shows a difference in the colour of the water, and can then be only well distinguished when the sun is behind the observer, so that even during the S. E. monsoon, when the weather is almost always clear, ships proceeding by the inner passage must anchor, and by the outer passage heave to, at night; this enables ships to make the passage from Sydney towards India during this season, although then attended with considerable danger, as the melan-

\* “I have doubled the Cape of Good Hope many times and have crossed the Irish Channel in winter frequently, but the weather and danger of the former was nothing almost compared with that of the latter. It is now well known that a steamer is more buoyant and better adapted to ride out a gale than a mere sailing ship.”



choly amount of loss of life and property have so often shown ; but from India to Sydney the passage must ever, during the S. E. monsoon, be attended with the greatest delays, as well as danger, from the difficulty of being able to make out the reefs with the sun a-head, and during the N. W. monsoon, when the weather is generally thick, it would be almost impossible to estimate the delays.

Mr. Bogue himself, in speaking of the inner passage, says, " It must be borne in mind that the inner passage, although the water is smooth, and the effect of the adverse trade wind is broken by the barrier reefs, is one full of dangers. The vessels would have to anchor at night until the southern entrance was cleared, and however accurate Captain King's chart of this passage may be, still the hidden shoals, rocks, and sand-banks are so numerous, that most of the future discoveries of the dangers will, in all probability, be at the expense of the unfortunate vessel which may strike on them, and in some instances of the lives of their crews and passengers, as was the case last year with the *Heroine* from Sydney to Singapore, of which vessel the greater number of the crew and passengers were, in the short space of five minutes, called into eternity."

Very delightful prospects, certainly, for passengers by packets, as well as a great recommendation to sending mails by such a route ; but the *Heroine* is by no means a solitary instance of such occurrences, or are the wrecks, I believe, at all more frequent by the inner passage than the outer.

In July, 1829, I left Sydney in command of a ship for Calcutta ; at the time there were seven vessels in Sydney bound through the Straits.

H. Majesty's ship *Satellite*, Captain Laws, for Calcutta ; my own ship, and two others for Calcutta, and a barque and two brigs for Mauritius.

Captain Laws proposed we should all go together, and pass through by the inner passage ; but only one of the brigs for Mauritius and I accompanied him.

The two ships took the outer, and the barque and other brig went separately by the inner passage.

Of these seven vessels going in the most favourable season, three were totally lost ; viz., both ships which took the outward passage, the crews and passengers of which had merely time to get into their boats with what they had on their backs, and arrived at Raffles Bay, where we met

them, having nearly perished for want, after being five to six days and nights in the open boats ; the barque for Mauritius, the crew of which was fortunately taken out by the brig which followed, and fell in with her the day after she struck. I also boarded the wreck on my way through, when I found she had been pillaged and set fire to by the natives.

Before entering "break sea spit," Captain Laws arranged with the commander of the brig and myself a code of signals, and we agreed to lead on alternate days, which agreement was preserved by Captain Laws and myself, but nothing could induce the captain of the brig to fulfil his part, although, as he was a north country skipper, and had been accustomed to the navigation of the "Swin" all his life, we thought he would have been useful ; he said it was all very well navigating among sands, where the lead was a guide, but he had no notion of running against rocks like the side of a house, and they under water.

Our signal for imminent danger, in case we should have occasion to run after dusk, was two guns and three lights. One day, wishing to make the anchorage under "Booby Island," we ran till nearly nine o'clock—Captain Laws was leading, and about eight o'clock P. M., made the signal for imminent danger, but continued on ; I was following close in his wake, and the brig in mine, but neither of us perceived the danger. The following morning, he told me the cause of the signal was, that while from the starboard chains they had seven fathoms water, from the port-chains, they struck a rock with less than one fathom on it, but we, merchant-vessels, having only one leadsman, and he happening to be on the starboard side, knew nothing of the fate which nearly awaited us.

These are by no means solitary instances, for volumes could be filled with the losses and sufferings which have occurred in these fatal straits, and it should be borne in mind, almost all during the most favourable seasons, and going from Sydney to India, which is by far less dangerous than the passage back.

I am, dear sir,

Your's, faithfully,

C. D. HAYS.

TO FREDERICK JERNINGHAM, Esq.









